

NOTICES OF FIRMS.

NOTICE.

M. R. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices,
and Lloyds Register of Shipping.

2, Club Chambers,
Hongkong, March 17, 1877. au18

NOTICE.

FROM This Date **MR. EDWARD SHEPPARD** and **MR. M. W. GREIG**, are authorized to Sign the name of our Firm for Procurement at Foochow, and **MR. F. F. ELWELL** at Amoy.

RUSSELL & Co.
China, June 1, 1877. del

NOTICE.

M. R. F. C. DITTMER is authorized to Sign our Firm for Procurement.

SANDER & Co.
Hongkong, June 23, 1877.

FOR SALE.

FOR SALE.

CUTLER, PALMER & Co.
Celebrated
Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.

C H A M P A G N E 1874,
HEIDSIECK & Co.
MONOPOLY.
DEETJEN & Co.
Hongkong, August 1, 1877. au1

FOR SALE.

A SMALL Twin Screw STEAM LAUNCH, 35 Feet Long, Built by FORBES of LONDON. For further particulars apply to **Captain CLARK**, on Board British Barque *Mirad*.
Hongkong, July 30, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By **ERNEST JOHN EITZEL**, Ph.D. Tübingen.

Price: Two Dollars and a Half.

To be had from **Messrs. LAYNE, CRAWFORD & Co.**, Hongkong and Shanghai; and **Messrs. KELLY & WALSH**, Shanghai.

Hongkong, February 8, 1877.

NOTICES TO CONSIGNEES.

GERMAN STEAMER HESPERIA,
JOHANNSEN, Master, FROM HAMBURG
via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Underwriter, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 26th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given before 10 o'clock To-day.

Bills of Lading will be countersigned by **WM. PUSTAU & Co.**, Agents.

Hongkong, August 20, 1877. au28

NOTICE TO CONSIGNEES.

THE BRITISH SHIP JAMES SHEPHERD, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co., Agents.

Hongkong, August 20, 1877. au27

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. TIGRE.

NOTICE.

CONSIGNEES of Cargo per **S. S. Indus**, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before WEDNESDAY, the 22nd Inst., at 9 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after TUESDAY, the 23rd Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. de FOUEY, Agent.

Hongkong, August 21, 1877. au29

GERMAN BARK ADOLPH, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNOLD, KARBURG & Co., Agents.

Hongkong, August 8, 1877.

Intimations.

W. BALL.

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,

Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

Now Ready.

"THE CHINA REVIEW,"

No. 6, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Review of a Chinese Manuscript New Testament.

A Legend of the Tang Dynasty.

Ethnological Sketches from the Dawn of History.

Brief Sketches from the Life of K'ung-ming. (Continued from page 319.)

The Tang Hou Chi, A Modern Chinese Novel.

Ancient Faking.

Notes on Chinese Grammar (Continued from page 286.)

Short Notices of New Books and Literary Intelligence.

Collectanea Bibliographica.

Inheritance and "Patria Potestas" in China.

Tonic Sol-fa Notation in China.

Chinese Novels.

A Difficult Character.

Chinese Cloisonné Enamel.

Russian Sinologists.

The Eight Genii.

The Flesh of Hare.

Seeds of Sorghum.

Aniseed Oil and Sandalwood.

Ernst.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, July 7, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALPHINGTON, British barque, Captain G. Cunningham.—Wielor & Co.

TWILIGHT, British barque, Capt. Dalargy.—Jardine, Matheson & Co.

PENSHAW, British barque, Captain John S. Alrey.—Meyer & Co.

NIMROD, British barque, Capt. Clark.—Captain.

PILGRIM, American ship, Capt. F. Foulis.—Order.

SUNDIA, British ship, Capt. Lightbody.—Russell & Co.

FORMOSA, German 3-m. schooner, Capt. C. Schweer.—Melchers & Co.

SARACEN, British ship, Captain Le Boeuf.—Captain.

ULLOCK, British barque, Captain A. P. Goodman.—Borneo Co.

ANNIE S. HALL, American 3-m. schooner, Capt. Chas. H. Nelson.—Douglas Lapraik & Co.

ADRIADY, British barque, Capt. Nicoll.—Jardine, Matheson & Co.

To-day's Advertisements.

FOR MANILA.

The Departure of the **S. S. "MACTAN"**

is POSTPONED until further notice.

For Freight or Passage, apply to

A. MACG. HEATON.

Hongkong, August 22, 1877.

SEEDS.

LANE, CRAWFORD & Co. have just Received their new Season's FLOWER, VEGETABLE and GRASS SEEDS, from Messrs SUTTON & Sons of Reading.

A List may be had on Application.

Hongkong, August 22, 1877. au5

LOST—On MONDAY, 20th Instant, in the neighbourhood of the COVER HOUSE, a Bunch of KEYS; any one finding the same and giving it to the REGISTRAR will be Rewarded.

Hongkong, August 22, 1877. au29

SHIPPING.

ARRIVALS.

Aug. 22, China, German steamer, 648, J. C. Ackermann, Shanghai Aug. 17, General.—SIEMSEN & Co.

Aug. 22, Okun Tung, Chinese gunboat, from Canton.

DEPARTURES.

Aug. 22, Yotung, for Hoihow & Haiphong.

22, Ningpo, for Shanghai.

22, Oceanic, for Yokohama and San Francisco.

22, Yuen, for Coast Ports.

22, Hainan, for Manila.

22, Hainan, for Shanghai.

22, Vesta, for Quinhon.

22, Brisbane, for Haiphong.

22, Patine, Span. corv., for Manila.

22, Lorne, for London, &c.

CLEARED.

Saracen, for Shanghai.

Florence Bailey, for Pella Islands.

Deutschland, for Newchwang.

PASSENGERS.

ARRIVED.

For China, from Shanghai, Messrs Cawley and Morrey, and 21 Others.

PASSENGERS.

DEPARTED.

Per *Yuen*, for Swatow, Mr. Wm. Gregory; for Amoy, Mr. H. Johansen; for Foochow, Mr. Helm.

Per *Hesperia*, for Shanghai, Ident. Count Motike, and Dr. Sander (H.L.G.M. Navy); Messrs Merka, Ziesendorf, G. Gipperich, M. For, and 81 Marines.

Per *Ningpo*, for Shanghai, Mr. Ozorio.

Per *Oceanic*, for Yokohama and San Francisco, 1 Cabin, and 87 Chinese.

Per *Vesta*, for Quinhon, 22 Chinese.

Per *Brisbane*, for Haiphong, 7 Chinese.

Per *Yotung*, for Hoihow, 20 Chinese.

SHIPPING REPORTS.

The German steamer *China* reports: Had strong S.W. winds and heavy head sea to Chelang Point, afterwards light variable winds and moderate weather.

CARGOES.

Per British barque *Stanfield*, Hongkong to London, sailed 27th July, 1877.—7,726 bags Sugar, 1,800 cases Opium, 120 cases Star Aniseed, 11 cases Amber, 300 barrels Soy, 7,320 Buffalo's Horn, and 906 pkgs. Sundries.

Per British barque *Formosa*, Hongkong to San Francisco, sailed 4th August, 1877.—16,012 bags Rice each 50 lbs., 269 bags Beans each 50 lbs., 1,250 boxes Oil, 355 pkgs. Samshoo, 97 cases Preserves, 60 pkgs. Soy, 10 pkgs. Tobacco, 6,112 blocks Granite, 496 rolls Matting, 6,706 half-chests Tea (Amoy Oolong) Gross lbs. 377,849, and 7,385 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

FOR SHANGHAI.—

Per *TIGRE*, at 4 p.m., on Thursday, the 23rd Inst. Late letters received from 4.10 to 4.30, with 18 cents late fee.

FOR BANGKOK.—

Per *TINTERN ABBEY*, at 9.30 a.m., on Thursday, the 23rd Inst.

Per *RAJANATTIANUHA*, at 2.30 p.m., on Thursday, the 23rd Inst., instead of as previously notified.

MAILS BY THE ENGLISH PACKER.—

The English Contract Packet *HINDOSTAN* will be despatched with the Mails for Europe, &c., on SATURDAY, the 25th Instant.

The following will be the hours of closing the Mails, &c.:—

Friday, the 24th Inst.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, the 25th Inst.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra to Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, August 13, 1877. au25

MAILS BY THE UNITED STATES PACKER.

The United States Mail Packet *CHINA* will be despatched on THURSDAY, the 30th Instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows, instead of as previously notified:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m., when the Mail is finally closed.

Hongkong, August 13, 1877. au30

MAILS BY THE FRENCH PACKER.

The French Contract Packet *IRAOUADY* will be despatched from Hongkong on SATURDAY, the 1st Sept., with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Siam, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Paid to India only*; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

Friday, 31st August.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 1st September.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, August 13, 1877. au1

General Memoranda.

FRIDAY, August 24:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

SATURDAY, August 25:—

Noon.—English Mail leaves for Ports of Call and Europe.

2 p.m.—Sale of Household Furniture, at No. 45, Wyndham Street.

3 p.m.—Meeting of City Hall Shareholders at St. Andrew's Hall.

SUNDAY, August 26:—

Goods per *Hesperia* undelivered after this date subject to rent.

TUESDAY, August 28:—

Goods per *Tigre* undelivered after Noon, subject to rent and landing charges.

2 p.m.—Sale of Household Furniture, &c., at No. 2, College Gardens.

THURSDAY, August 30:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

TUESDAY, September 11:—

3 p.m.—Meeting of Shareholders of the China Traders' Insurance Co., Limited, at the Head Office, Hongkong.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Tibre leaves for Yokohama.

10 a.m.—Tintern Abbey leaves for Bangkok.

5 p.m.—Tigre leaves for Shanghai.

Auction.

3 p.m.—Sale of Furniture, &c., at Major A. L. Emerson's Quarters, Wellington Barracks.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF
Roda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla, Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.30 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, AUGUST 22, 1877.

"Oh, you can go now; the Governor has mercy on men, and you photographed men can now return to Hongkong." This

said prepared to face the loss of a considerable sum in order to accomplish the end in view. Thus all the tea in arms. The steady London merchant, who is supposed to be the embodiment of coolness, prudence and circumspection, has allowed himself to be goaded into a contest which is excusable in perhaps hardly dignified. I must own to have heard of him, and it is an article of belief among all connected with the tea trade that *pro hac vice* he is the Origin of Evil. But after all it must be very doubtful whether he can be put down in this peculiar manner; it is certain at least that to do so must be a difficult task, and in the meantime all legitimate business is put an end to; and the depression induced on the market tells most seriously against comparatively small houses. You can easily imagine that much discontent is felt on the subject. It would seem much wiser for the merchants here, if they combine at all, to do so with the object of keeping up the market instead of depressing it. The quality of the tea both from Hankow and Foochow is extremely disappointing, and is even worse than was reported in China; so that, apart from the unusual causes above detailed, the sales here were likely to be less satisfactory than was anticipated.

A Scottish Church Mission is being organized for China. They propose to make the headquarters of the new mission on the Yangtze; to which, if sufficient funds be forthcoming, an ordained Minister and a Medical Missionary will be despatched. I do not know precisely why the new posts should be considered specially desirable; but those who have reported on the subject seem to think that a Missionary resident at one of them would have special facilities for gaining access to the interior.

Some of the Chinese Naval Cadets who were brought home by Mr. Giquel have been placed at Greenwich, where they are to study naval matters. With commendable liberality our authorities have given instructions that they may be shown round the Dock Yards, Arsenal, &c. I suppose it is pretty well known that seeing what is being done is one thing, and doing it quite another. On the whole it is not a bad plan perhaps to let Johnny Chinaman see what the outer barbarian has ready in the way of war material, &c. It will make him less inclined to drive things to an unfeeling issue.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Hon. Mr. Justice Snowden.)

August 22, 1877.

EX-PARTE MOTION.

Wm. Heermann and Kahn v. C. F. Grossmann.

This was an ex-parte application by the plaintiff for an injunction to restrain the defendant from making up or packing or causing to be made up and packed, Aniline dyes or colours in packages or parcels in manner similar to those of the plaintiff, and from stamping or pasting upon the same any counterfeit and fraudulent labels, and from selling or offering for sale, any Aniline dyes so packed and labelled, in imitation or counterfeit of the plaintiff's marks or devices so as to mislead or entrap unwary purchasers or others into purchasing such packages.

Mr. Hayllar, Q. C., instructed by Mr. Brereton, appeared in support of the motion.

Mr. Hayllar said this was an ex-parte application for an injunction to stay the use of certain trade marks for certain Aniline dyes. He observed that under the Code, it was competent to apply for an interim order at any stage of the proceedings. A suit had been commenced in the matter in this Court, and the present application was only for an interim injunction. The plaintiff in this case were Messrs Heermann and Kahn, and the defendant was Mr. Grossmann. The plaintiff were merchants and Aniline dye manufacturers at 42 Rue d'Hauteville, Paris. For some years past they were the manufacturers of aniline dye of a peculiar kind, the same being made in crystals and for special consumption in China, the people in Canton using it extensively. The dye was packed up in oblong tins of about 4 inches long by 2½ inches wide, and there was a sliding lid to cover the orifice, and there were other peculiarities in its packing to show that it was the plaintiff's exclusive manufacture. The packing alone would have been sufficient to entitle the plaintiff to a rule of interim injunction, but there were other grounds. The dye or rather the tin containing the dye was packed in magenta paper in order to give it a peculiar appearance, and there were green labels at the ends of the packages. In the centre of the magenta packing, there was a medallion in gold, surrounded by other devices, and in the genuine package there were marked the names of the plaintiff, but in that of the counterfeit there were the words "extra fine, guaranteed." After giving more minute details of the plaintiff's label, Mr. Hayllar said the trade mark was registered in Paris, as also in England and Germany he believed, and although the two labels were not absolutely alike, they resembled each other sufficiently to cause Messrs Heermann and Kahn serious injury. They did not know who was the actual author of the counterfeit, but they intended to investigate the matter to the bottom of it. The learned counsel then called his Lordship's attention to the two samples of dye in Court, and observed the size of the tin was very nearly alike in appearance, both weighing the same, but the quality of the dye in the false tin was vastly inferior. The plaintiff appointed Messrs Hesse & Co. as their agents in Hongkong and China for the sale of their aniline dyes, and a large business was transacted, having had large contracts to supply, as the Chinese in Canton used this dye very largely. Nothing was heard of the counterfeit until last April, but how long before that the trade in this counterfeit article had been going on he did not know. In April last, however, it came to be known in this way. Messrs Hesse & Co. was about to make a large contract with a Chinese firm in Canton named Kwan Yik to supply with the plaintiff's Aniline dye of from 1,000 to 3,000 tins a month at \$1.35 a tin, the average quantity to be supplied was about 1,500 packages a month. When the contract was nearly finished it suddenly fell through by the Chinaman stopping to have anything to do with it. Enquiries were then made, and it was then found that Canton was flooded

with an inferior article packed and labelled in very nearly the same way as the plaintiff's. Upon further enquiry the sale of this spurious article was traced to Mr. Grossmann. A tin of the dye was obtained and sent to Paris to be analysed and it appeared that some one had sent the covering of the genuine tin home from here and had it copied exactly in order to send out an inferior article for sale at a lower price than that of the plaintiff's. The learned counsel would not say that Mr. Grossmann had done this, but some one must have done so. When the contract fell through, the matter was referred to Paris, and instructions were sent out to take the matter up. Mr. Brereton accordingly wrote a letter to the defendant as follows:—

29, Queen's Road,
Hongkong, 31st July, 1877.

C. F. GROSSMANN, Esq.

DEAR SIR,—I have been instructed by Messrs Hesse & Co. to communicate with you on the following matter.

Messrs Wm. Heermann & Kahn, of Paris, who are at present and for many years past have been the sole proprietors of a certain Trade Mark distinguishing their Aniline Colors, have ascertained that you have for a considerable time past been in the habit of selling spurious Colors under a label or wrapper artificially got up so as to be almost a counterpart of their Trade Mark, and they are further informed that you have a large quantity of the article on hand bearing this counterfeit label. The injury you have thus perpetrated and are still doing on my clients is very great indeed, and would subject you to serious consequences should they resort for redress to legal proceedings. I have therefore been instructed by Messrs Hesse & Co., who are the sole Agents in Hongkong and China for the sale of Messrs Heermann & Kahn's Aniline Colors, to call upon you to destroy in their presence all the counterfeit labels you have in your possession or under your control, and give them a written undertaking never again to make use of such labels or otherwise to infringe my Clients' Trade Mark. Should you comply with these requirements, Messrs Hesse & Co. will not pursue the matter further, but should you decline to do so, they will be compelled to institute legal proceedings against you for an injunction to restrain you from selling the spurious colors in question and using the counterfeit trade mark, and also for an account of all profits which you have already made by the sale of the article in question.

I am, Dear Sir,
Yours truly,
Wm. H. BRERETON.

Of course, Mr. Hayllar continued, they expected that in a case of this nature that the fullest information would be given, even from a person who happened to come by an article of that kind accidentally. They had, however, to wait for three weeks before they could get an answer, meantime of course the sale of the spurious article continued. Mr. Hayllar then proceeded to read the defendant's reply, which was dated the 20th August, and commented on it as he proceeded.

"Hongkong, 20th August, 1877.

W. H. BRERETON, Esq.

DEAR SIR,—I am in receipt of your letter of 31st July, in consequence of which I have made investigations regarding Messrs Hesse & Co.'s complaint about the sale of Magenta (dye) under a ticket which they pretend to be the sole property of Messrs Heermann and Kahn, of Paris, and I have meanwhile ascertained that among the several lots of magenta which I have sold, there has happened to be one of 600 tins each 1 lb. bearing a trade mark similar to the tickets under which Messrs Hesse & Co., Sander & Co. and Meyer & Co. are selling the same colour.

It has been unknown to me that the trade mark, used, as I said before, not only by Messrs Hesse & Co., but also by Messrs Sander & Co., and Meyer & Co., is the property of Messrs Heermann and Kahn, Paris, and I have now complained about the matter towards my friends at home, and I can undertake to promise Messrs Hesse & Co. that such labels will not be used again.

I beg to add that neither have I sold for a considerable time past, colours under this label, nor do I have any more article bearing the same on hand.

I am &c.,
(Signed) C. F. GROSSMANN."

Mr. Hayllar said three weeks were ample time to get rid of whatever the defendant might have got, and as to the assertion that both Messrs Sander & Co. and Messrs Meyer & Co. had sold similar dyes, the learned counsel did not know about that at present, but all he knew was that the defendant had been selling. The defendant said he had sold several lots of Magenta, but the plaintiff wanted to know what were those several lots. The worst feature in the defendant's reply was the attempt to deny the plaintiff's reply by using the word "replied." The imitation of the label was bad enough, but it was worse that the article was much inferior and was sold at a much cheaper price to the injury of the plaintiff. In their prayer for relief, which would come before the Court in due time, the plaintiff asked the defendant to pay them for the losses they sustained, to render an account of all dyes he had sold, calling upon him to produce his books, and to pay over to the plaintiff all the profits he had made. Mr. Hayllar then proceeded to cite cases to show the power of the Court to grant interim injunctions in cases of this kind. In the end he said the defendant was bound to give all the information and redress he could, but here he put the plaintiff to the necessity of proving their title by using the word "pretend." He gave indeed very scanty information, and thought he could get over his difficulties by saying that he had complained to his friends, but who his friends were he did not say.

His Lordship asked if Mr. Hayllar asked for a perpetual injunction.

Mr. Hayllar replied that he only asked for an interim order.

His Lordship wished to know what time the injunction was for.

Mr. Hayllar said until the hearing of the suit. The defendant must be prevented from not only using the labels but from selling the goods. If Mr. Grossmann had made a genuine mistake as he said, why did he not give the plaintiff an answer at once, but he must wait till three weeks had elapsed when he had ample time to get rid of what he had got.

His Lordship said he was quite satisfied that he had the power to grant the interim injunction, and he was at present advised,

the defendant's case looked a bad one. The plaintiff was entitled to the injunction. The Court then rose.

THE LOSS OF THE MEIKONG.

(Continued from page 1.)

The following letter from one of the passengers has been forwarded to us for publication:—

At I believe the loss of the M. M. S. *Meikong* will excite some interest in India, I send you a narrative of the unfortunate event. The *Meikong* left Calcutta on the 3rd June, and daily arrived at Galle on the 10th idem. We left Galle the same evening in the *Meikong*, and as the Captain took a southerly course, we escaped the full force of the S.W. Monsoon for several days, but got the usual wind from the 15th to the 17th June. We expected to reach Guardafui during the night of the latter day. It was a fine moonlight night, and about 11.30 p.m. the high land was distinctly visible. About midnight the vessel struck head on to the shore at Rasasall, the low land between Cape Guardafui and a headland about four miles distant in a southerly direction. After grounding, the steamer tilted on broadside on to the shore.

The passengers were awakened by three severe bumps, which brought them all on deck to ascertain what had happened. Two of the passengers who were on deck at once knew the cause, having noticed the proximity of the land some time before the ship struck. At once a scene of confusion and terror spread throughout the vessel; the saloon was filled with ladies and children, whose shrieks and cries added to the general dismay. On reaching the deck, the steamer was found leaning over towards the land, which appeared to be not more than a hundred yards from the starboard side, and which the commander informed us was the mainland of Africa. Ahead of us we could see a high, prominent headland, whilst on our starboard we could discern a low-lying coast, with the surf beating angrily upon it. All this while waves broke continuously over the *Meikong*, pouring over the awnings, down the hatches and saloon skylights, which in the most unaccountable manner were left open. The first action of everyone seemed to be to secure a life-belt, some of these hanging in each cabin. No orders having been heard or instructions given, the passengers were left entirely to themselves to assist each other as best they could, and to support and encourage the ladies and children. After some delay, three boats were consecutively lowered, by which a few of the male passengers got away. The ladies and children were not allowed to leave, in consequence of the high surf and ignorance of the coast. By the second boat a rope was conveyed ashore, and made fast. The third boat alone returned to the steamer, full of water, and the sailors were hauled out of it by ropes. Out of the second boat, two sailors unfortunately lost their lives in the surf. It was at this time the Captain decided to delay the disembarkation of the passengers and crew until daylight. The four hours and a half which intervened before dawn was a terribly anxious time for all on board. There seemed to be no order maintained; no means, by casting the lead, or otherwise, was taken to discover the exact position of the vessel on the rocks. No signals of distress were exhibited, nor was there observed any energy, or leading part being taken by any of the officers of the *Meikong* to insure our safety, or to organize any means of escape; whilst all parts of the vessel were filled with groups of Chinese servants, stokers, stewards, &c., all seemingly bent on taking care of themselves, and securing their own property, regardless of the passengers, whilst in some instances cabins were ransacked. All that was done in the before-mentioned time was to bring one of the three remaining boats on board from the port to the starboard side. During this time no attempt was made or advice given to save or secure any valuables or cabin luggage, nor were the passengers told to put on their garments than those they stood in, which in many instances consisted only of night clothing. From time to time the sea struck and broke violently over the vessel, bumping her on the rocks, and exciting doubts amongst the passengers if she would hold together till the morning. At about 4 a.m. on the 18th we were made aware, by a shout from the party on shore, of the lights of a steamer approaching our port quarter, and the Captain then for the first time sent up rockets, and himself held blue lights over the stern. Three guns were also fired, and we had the extreme satisfaction of seeing our signals replied to by the *Glenartney*, bound from China to London. At dawn, disembarkation commenced with one small boat, which was hauled backwards and forwards through the surf by means of the rope fixed on shore; and thus all were eventually landed in safety. The Captain had in the meantime sent a boat with an officer and crew to communicate with the steamer lying in the offing, making signals, which, however, were not replied to by the *Meikong*. In consequence of the high sea running at the time, this boat was unable to reach the *Glenartney*, and would have been unable to communicate with her had not Captain Gulland lowered a boat, and so reached them when the sailors were almost exhausted. This boat was used to return to the *Meikong*, and was ultimately abandoned on the shore. The passengers and crew returning on foot. The passengers on leaving the *Meikong* were prevented by the officers from taking any small packages, such as hand-bags, handkerchiefs, &c., &c., being assured that all the baggage would eventually be brought on shore; so that in many instances passengers went to their cabins, before leaving, safely packing everything and taking absolutely nothing with them. On reaching the shore we found ourselves intermingling with numbers of natives (Somalis) all armed with swords, knives, and spears, and in some few instances with matchlocks; but to all appearance they were not disposed to be hostile. The English passengers were fully occupied as they landed in making the ladies and children as comfortable as possible in these trying circumstances, drying clothes, collecting chairs, and rigging up sails as a protection from the burning sun, and also in keeping at a distance inquisitive natives. There was no officer on shore to direct, until the commissaire arrived, bringing with him a few bags of ship's biscuits, drenched with salt water, and a few bottles of claret; and nothing was known as to what was to be done. But the first officer and a sailor from the *Glenartney* appearing in our midst very exhausted, having come overland, brought the welcome news that their vessel was lying in a small bay about ten miles off on the other side of Cape Guardafui, waiting to re-embark us, and they urgently requested that the first detachment of passengers should start, and make their way to the steamer, in order to

inform Captain Gulland that the remainder would shortly follow. This was done, about a dozen leaving at once. By 2.15 p.m. the crew were all landed, no one being left on board but the Commander, first officer, and a few others, who brought with them all that was saved—viz., the diplomatic despatches, registered letters, ship's papers, instruments, arms, &c. Up to this moment the Commander had not decided upon the course of action to be pursued; but he and the Commissaire assured several passengers that their baggage would be saved. The Captain of the *Glenartney*, who had himself walked over from his ship, stated that he would wait until 8 o'clock next morning, and also lend a portion of his crew in saving anything that was possible, which offer, however, the Commander of the *Meikong* at the last moment declined. To prove the practicability of saving the valuable portion of the cabin baggage, it may be here observed that one gentleman, on the promise of a reward to one of the crew, obtained his two despatch boxes from his cabin, this being just previous to the Captain's decision to abandon the steamer. Some time before the Capt. left the vessel, some natives had swum to and were allowed on board, and were observed collecting and throwing overboard anything they could secure. Leaving this magnificent vessel, with a very valuable cargo, malle, passengers' baggage, all abandoned, lying on a fairly even keel within a hundred yards of shore, and in a comparatively smooth sea, to the crowds of Somalis who were now swarming over it, the remainder of the passengers, officers, and crew commenced their march across the burning desert which separated them from the bay in which the *Glenartney* was lying. Owing to the forthright and activity of some of the English passengers, several of the ladies and children were carried in chairs lashed upon ours, whilst others, bribed, and partly by promises of money, they induced the boat-stokers to carry, without which the ladies and children must inevitably have perished. Along these ten miles of soft burning sand, under a scorching sun, without water, food, or any means of sustenance, was to be seen a long straggling train of people, in many cases shoeless, hatless, and half-dressed (some in their night dresses); whilst those of the crew who ought to have assisted the weak and falling were fully clothed, and carried with them their bundles and packages, including such trumpery as parrots, monkeys, &c. It was a most heart-rending sight to see tender ladies, some walking in slippers, half-dead with thirst and exhaustion, struggling for their very lives to attain the end of the journey; and too much praise cannot be given to those of the first-class passengers, who, forgetful of themselves, did all in their power to render assistance on this trying occasion. On arrival on the beach, to receive and convey us on board as far as possible, and they thoughtfully supplied us with fresh water, which was eagerly swallowed by one and all. Here we heard also of the sad news of the death by exhaustion of one of our first-class passengers of the first detachment, and also of that of the Commissaire by sunstroke. At length, all the others having arrived safely on board the *Glenartney*, we left the bay at about midnight for Aden, where we arrived about 10 a.m. on the 20th, having in the meantime experienced unexampled kindness and generosity from Captain Gulland, all officers and crew, who not only gave us the food we could desire, but gave us clothes to those who were in actual need of them. And but for their gallant and willing help, the loss of life amongst the passengers would undoubtedly have been very great. The passengers were requested to meet at the Messageries Maritimes office at Aden on the 22nd to hear a report of the Captain of the *Meikong* read with reference to the loss of his ship and the abandonment of his baggage. It contained so many statements which were not considered in accordance with the facts that it consequently was not signed by any of the English passengers. The latter, before leaving Aden, handed in to the Political Resident a protest signed by a number of them, which contains the foregoing facts. There are to be added a few additional statements. H.M.'s troopship *Tamar* passed Cape Guardafui on the evening of the 18th, at 30 p.m., and seeing the French colours and a company's flag, which had been left flying half-mast high, she stood in, and signalled for some time; but receiving no reply, and being short of coal, proceeded at length on her way to Aden. On the 20th, in the afternoon, the French troopship *Vincennes* also passed the wreck, but lay to, and sent on board a party of men, with strict orders to touch nothing. They found the wreck in the possession of Somalis, who were feeding on the sheep and other live-stock of the vessel. The French party easily drove them off, and after examining all parts, left the wreck, one man bringing with him a photographic album out of the saloon, belonging to one of the first-class passengers. It is now in the hands of the owner, perfectly dry and unharmed. From the foregoing I wish to draw attention to the several points of complaint which we made. By whose mistake or negligence this steamer was on a moonlight night run on shore at full speed between Cape Guardafui, rising about 800 feet from the sea, and the headland, lying about four miles south of it, is for the French authorities to discover. As I have said before, the shore was noticed some minutes before the vessel struck, by passengers on board. Why were there not signals of distress exhibited until the *Glenartney* was sighted by the party on shore? Why was no lead thrown to discover the actual position of the vessel on the rocks? Had there been deep water astern or astern, we might have slid from where we struck, and been engulfed at any moment. How was it that no attempt was made to prepare to save anything during the hours we awaited daylight? With twelve officers, including Engineers and a crew of over 180 men, with nearly five hours at their disposal, and already possessing a rope communication with the shore, it is almost incredible to believe that nothing was done, and nothing whatever was saved except as already stated; but, on the other hand, the passengers were prevented from taking their trunks, packages, being assured that their cabin luggage would follow. So satisfied were the English passengers of the probability of saving the greater part of their baggage, &c., that they travelled on the Political Resident at Aden to offer H. M. B. *For* the protection of the wreck. This offer was declined by the French Consul, who is also the Messageries Agent; as unnecessary; whereas, were we left Aden, Aden had already left to bring up the property which had fallen into the hands of the Somalis. There were only eighty passengers on the *Meikong*, including all classes and children.

A FRENCH ACCOUNT OF THE LOSS OF THE "MEIKONG."

The following is translated from the *Sémaphore de Marseille* of the 9th July, and is of interest in so far as it professes to give some portion of Captain Gulland's version of the loss of the M. M. str. *Meikong*:

On announcing to our readers the loss of the *Meikong*, with the French mail from China, we have informed them that the shipwrecked people were rescued and conveyed to Aden by the British steamer *Glenartney*. From Aden the passengers were transported to Suez by the P. & O. str. *Zambesi*; then they crossed Egypt by rail in order to embark at Alexandria on board the M. M. steamer *Said*, due at Marseille the 9th inst. On his passage to Port Said, the Captain of the *Glenartney*, Mr. Gulland, made a report on the circumstances of the salvage in which he has co-operated, which we are allowed to extract the following particulars:

The *Meikong* went ashore on the Coast near Cape Guardafui on the 7th June at midnight, and in such a manner that the ship was at once recognised as irretrievably lost. For two days she had kept course with the *Glenartney*. The wind was very violent and the sea very rough, the tide strong and the night very dark. The land situated in the neighbourhood of Guardafui, low and always difficult to trace out, at the time was completely invisible.

At the time of the wreck, the *Glenartney* was at a short distance from the spot, and the Capt. Gulland only recognised his true position at that moment. Having observed what had occurred he immediately gave his course towards the *Meikong*, to render assistance. But the Captain Foache of the *Meikong* sent him word not to approach nearer; lest he should run very great risk himself, and added that the passengers of the *Meikong* were not in immediate danger owing to the shallow water in the place where the ship grounded, and it would be preferable that the *Glenartney* should anchor northward in the shelter of wind and seas, at the shortest possible distance from the spot of the disaster. Such was also the opinion of Capt. Gulland, who dropped anchor northward some miles off Point Guardafui and where he was separated from the *Meikong* by the breadth of the end of the Cape, and which would be about 10 or 12 miles, that is about 20 kilometres—a distance unapproachably quite great enough.

Meanwhile they had proceeded earnestly on board the *Meikong* to do all that could be done. The landing of the passengers and crew was effected by means of boats, but after every one was provided with life belts—a precaution for which much praise ought to be given to Captain Foache, who caused it to be taken, because, according to Captain Gulland's account, only some of the boats would have reached the shore, and it is owing to their life belts that almost every passenger and man of the crew were saved. Two sailors who thought they could try to go on shore before daylight, and notwithstanding the contrary orders given by the Captain of the *Meikong*, had their boat capsized and were drowned. These were the two first victims, and one would have thought that they would have been the only ones, on seeing the efforts most devotedly spent by Captain Foache and his officers; but there remained to cross on foot, under a torrid sun and in the middle of burning sands, a space of more than 20 kilometres, to reach the place where the *Glenartney* was anchored. Captain Gulland and his chief officer, Mr. Gasson, did not fear however to come across to meet the shipwrecked. It was during that hard trip that Mr. Henry, purser of the *Meikong*, paid with his life the prodigies of energy, activity and zeal by which he signalled himself from the beginning, under the eyes of Capt. Gulland. He died of congestion of the brain, complicated by a sunstroke. He expired in the arms of Capt. Gulland under a shrub where he had taken shelter from the deadly assaults of the sun; another person, a passenger 70 years old, perished in the same way.

Arrived at the end of that terrible voyage every one was embarked on board the *Glenartney*. Captain Foache, who had been the last one to leave his ship, was also the last to embark on the *Glenartney*, leaving only behind him what it was in no one's power to save. The Government dispatches, and the registered letters' bag, were, according to what Captain Gulland says, conveyed to Aden. As for the remainder, even had it been possible to save it, it would have been quite inadvisable to make even the attempt in presence of many hundred native plunderers, who had declared themselves masters of the ship and who had not even waited its being completely evacuated before beginning their odious work. The conduct of Captain Foache and of all his officers seems to have been above all praise. But the passengers of the *Meikong* must first of all return very warm gratitude to Captain Gulland and his first officer, Mr. Gasson, who crossed twice that distance of 20 kilometres in the desert to go to the spot of the shipwreck and then come back. Capt. Gulland, although he was effecting a voyage whose rapidity had the greatest interest, as he was running for the tea premium and in direct contest with another English steamer, placed himself and without any restriction at the disposal of Captain Foache and would accept no remuneration for carrying on to Aden the 250 shipwrecked persons of the *Meikong*.

HABE.—Dr. Erasmus Wilson, after long investigation (says the *Schoolmaster*), estimates that each square inch of the surface of the human head contains 744 hair follicles, and that as many of these give passage to two hairs, the number of the latter on a square inch may be put down at about 1,000. The average superficial area of the head being about 120 square inches, we may reckon that each adult human being has about 139,200 hairs on his head. Ladies may reflect with wonder that each of them, whose tresses are more than a yard long, and whose head is at all near the average size might, if the shining threads could be laid end to end, span with them the widest part of the United Kingdom.

"BERRYLEY, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicly for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, HENRY ARTHUR, NINE FIELDS."

Quotations.

Hongkong, August 22, 1877.

OPIMUM.—New Patna, cash...\$592 1/2
" Old Patna, cash... 595
" New Benares, cash... 680
" Old Benares, cash... 665
" New Malwa, cash...
" Allowance Teels, 8 a 32
" Old Malwa, cash... 600
" Allowance Teels, 8 a 32

Exchange.

Bank on demand, ... 3/10 1/2
" 30 days' sight, ... 3/11
" 6 months' sight, ... 3/11 1/2
Credit, ... 3/11 1/2
Documentary, 6 months' sight, ... 3/11 1/2
Bombay, demand Rupees, ... 22 1/2
Calcutta, ... 22 1/2
Shanghai, demand, ... 7 1/2
" 30 days, ... 7 1/2
Bar Silver, 17, dwts. 2, ... 9 1/2 prem.
Mexicans, ... 23.65
Gold Leaf, ... 5.10
English Sovereigns, ... 5.10
Australian Sovereigns, ... 5.10
Discount, ... 8 a 10

Shares.

Hongkong Bank, 40 prem. ex div.
Union Ins. Society of Canton, \$300
China Traders' Ins. Co., \$2,850
Chinese Insurance Co., \$240
Yangtze Ins. Association, Ltd. 730
North China Ins. Co., Ltd. 860
H.K. Fire Ins. Co., \$650
China Fire Ins. Co., \$105
H.K. & W. Dock Co., 28 1/2 dis.
H.K. C. & M. S. Boat Co., 13 1/2 dis.
Shanghai Steam Navigation, Ltd. 80
Hongkong Gas Co., \$75
Hongkong Hotel Co., \$57
Chinese Imperial Loan, \$104

Temperature.

(Taken at Messrs. Falcener & Co.'s Premises, Queen's Road.)

HONGKONG, August 22, 1877.
BAROMETER—9 A.M. ... 30.010
Do. 1 P.M. ... 29.990
Do. 4 P.M. ... 29.966
THERMOMETER—9 A.M. ... 84 1/2
Do. 1 P.M. ... 84
Do. 4 P.M. ... 84
Do. (Wet bulb) 9 A.M. ... 81 1/2
Do. Do. 1 P.M. ... 82 1/2
Do. Do. 4 P.M. ... 81 1/2
Do. Maximum ... 86 1/2
Do. Minimum over night ... 80

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.

Feb. 5, Carrizal, Cardiff (Brest Feb. 23)
Mar. 17, D. McB. Park, Sunderland v. S. pore
" Astrea, New York
19, Orynos, Cardiff for Canton
22, Birling (s.), Cardiff
27, Fortuna (s.), Antwerp

Apr. 8, Rota, Cardiff
13, Vega, Hamburg

May 3, Staghound, Liverpool
7, Woodville, Hamburg
10, David, Antwerp
11, Navorth, Antwerp
12, Peruvian, Liverpool
13, Obandos, Cardiff
15, Alstra, Melbourne
16, Sophia, Liverpool
17, Meteor, Hamburg
19, Melusine, Penarth
19, Oneda, London v. Cardiff
26, Martha Jackson, Penarth
26, Alexandra, Liverpool
27, Kate Carnie, London
30, C. R. Bishop, Falmouth
30, Cilnrum, Penarth

June 2, Marao Polo, Hamburg
4, Malbrek, London
4, Faugh-a-Ballagh, London
7, Rhuddlan Castle, Cuxhaven
7, Fildan Brann, Portsmouth
9, Elmstone, London
10, Dartmouth, Penarth
14, Denbighshire, Cardiff
14, Helicon, Cardiff
17, Oneda, Cardiff
19, City of Halifax, Cardiff
21, Lord of the Isles, London
21, Clara, Penarth
28, Cuba, Penarth
29, Carl Ritter, London v. Cardiff

July 1, Niagara, Hamburg
10, Agamemnon (s.), Liverpool
11, Horsa, Liverpool

AT SHANGHAI.

24, Wigton, London
4, Cora, London
19, Strathairn, Cardiff
28, Duke of Abercorn, London

May 2, Goodell, New York
5, Abell Cowper, London
12, Edward Barrow, Antwerp
19, Norman Court, Gravesend
30, Wylo, London

June 4, Hermann, Deal
6, Brokvald, London
8, Navestok, New York
14, Adolph, Onkhave
18, Hopewell, Glasgow
8, Leandes, London

AT AMOY.

16, Basile Morris, Swatara
23, C. F., Cardiff
27, Maxima, Swatara

AT CHEFOO.

Mar. 1, Alcester, Cardiff (Spirited) 24
20, Babylon, Newcastle (N.S.W.)

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Louison Castle, Glenegles.

Madagascar, City of Limerick.

Yorkshire, Strathairn.

Sailing Vessels.

Titanic, Rotterdam.

Felix Mendelssohn, Falcon.

At Liverpool.

Antenor (s.), Olynes (s.)

At Aberystwyth.

At Cardiff.

Intimations.

AFONG, PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,
Wyndham Street, formerly ARLETON CLUB.
HAS on hand the Largest and Best
collection of Views of China, Pho-
tographic Albums, Frames, Cases, &c., of
assorted sizes. He has also a large
supply of very handsome East Albums of
Russia and Velvet Covers, assorted sizes.
Illuminated Albums for Portraits, Tobacco
Pouches, in Shape of Skulls, Rats, &c.,
and a nice choice of Gift Mountings for
Frames, &c.
Hongkong, March 28, 1877.

AN YON, SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every
description of COALS at Moderate Prices.
Mr. ANYON has been appointed Manager,
and all Orders addressed to him at 57,
Praya, or to Mr. FAN JACK, at 30, Hing
Lung Street, will receive immediate atten-
tion.
Hongkong, March 18, 1877.

To Let.

NOS. 4, and 5, PECHILI TERRACE, ELGIN
STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

TO LET.

THE Dwelling House and Offices No. 1,
D'Aguilar Street, lately in the occupa-
tion of Messrs DOUGLAS LAPRAIK & Co.
The Dwelling House No. 6, Gough Street.
The Dwelling House No. 10, Gough
Street. Possession from 1st September next.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 9, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately
occupied by the Rev. R. H. KIDD.
"Blissville," Polokwane, Farnham.
DAVID SASSOON, BONS & Co.
Hongkong, July 21, 1877.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
HINDOSTAN, Captain ROSEKILL, will
leave this on SATURDAY, the 25th
August, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, August 16, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA
will be despatched for San Francisco,
via Yokohama, on THURSDAY, the 30th
Instant, 1877, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York
and Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bussan Kaisha
Company will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.
Freight will be received on board until
4 p.m., 25th Instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Circular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 8, Praya Central.

RUSSELL & Co., Agents.
Hongkong, August 13, 1877.

Insurances.

HAMBURG-MAGDEBURG FIRE IN-
SURANCE Co. OF HAMBURG.
THIS Company is now Prepared to
Issue Policies against LOSS or
DAMAGE by FIRE at Current Rates.
Every Risk taken by this Company is
participated in by Three of the largest
German Fire Insurance Companies, re-
presenting an aggregate Capital and Surplus
of over SIXTY MILLION MARKS,
equal to FIFTEEN MILLION DOLLARS,
thus enabling this Company to accept large
lines.
SANDER & Co.,
Agents.
Hongkong, June 26, 1877.

THE NORTH-CHINA INSURANCE CO.
SUBSCRIBED CAPITAL—Taels Two Million,
in 1,000 shares of Taels 2,000 each.
PAID UP CAPITAL—Taels Six Hundred
Thousand, or Taels 600 per share.
PROVISIONAL COMMITTEE.
F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)
M. S. GURRAY, Esq. (Messrs David Sassoon,
Sons & Co.)
JAMES HART, Esq. (Messrs Turner & Co.)
E. H. LAYERS, Esq. (Messrs Gilman & Co.)
HUGH SUTHERLAND, Esq. (Messrs John Foster
& Co.)
A. G. WOOD, Esq. (Messrs Gibb, Livingston
& Co.)

HEAD OFFICE—SHANGHAI.
Secretary—HERBERT S. MORRIS, Esq.
HONGKONG & SHANGHAI BANKING CORPORATION,
BRANCHES.
LONDON (25, Cornhill, E.C.), HONGKONG,
YOKOHAMA.
AGENTS.
At the principal ports in the East and Australian
Colonies.

THE Company will be constituted on
the 1st January, 1878, as a per-
manent Marine Insurance Company, to
carry on the business (established in 1863)
of the NORTH CHINA INSURANCE COMPANY,
1875-1877.

A Reserve Fund will be formed of Taels
400,000, by setting aside a portion of the
profits at such times and in such sums as
the Shareholders shall decide.

The net profits of the Company for each
year will be divided amongst the Share-
holders, in the following manner:—

One-third over the Shares, a portion
thereof being set aside for the forma-
tion of a Reserve Fund as above stated.

Two-thirds as a return to Contributors
(being Shareholders), in proportion to
the Premiums paid or influenced by them.

A revision of the Share List will take
place at the end of every three years, and
for this purpose power will be given to the
Directors by the Deed of Settlement to
withdraw at the before-mentioned periods
all or any of the Shares held by Share-
holders who have not contributed Premiums
or whose contributions during the preced-
ing three years have not been in proportion
to the number of Shares held.

Shareholders retiring from the Company
in pursuance of the above regulation, will
be notified at least three months prior to
the date fixed for any such revision of the
Share List, and will have the option of dis-
posing of their Shares in either of the
following ways:—

They will be at liberty at any time after
receipt of notice of withdrawal, and
prior to the date of revision, to sell
their Shares to any person approved by
the Company and accepted as the
transferee; or

Upon surrendering their scrip certificate
for cancellation at the time of such
revision, and pursuant to notice, will
receive a return of the Capital paid up
thereon; and so soon after as the
financial position of the Company up
to the date of the revision can be ascer-
tained and the accounts adjusted, they
shall also receive a pro-rata share of
the Reserve Fund, if any accumulated,
together with such proportion of the
unappropriated profits as may be found
due to them.

NOTICE IS HEREBY GIVEN, that Applica-
tions for Shares in the undermentioned
form will be received at the offices of the
Company, from residents in China and
Japan, until the 30th September; from
London and distant ports until 31st Octo-
ber next.

FORM OF APPLICATION FOR
SHARES.

To the Provisional Committee of the
NORTH-CHINA INSURANCE COMPANY.
Gentlemen,

I hereby request that you
will allot to me..... Shares in the
above Company, and..... agree to
accept such Shares, or any less number
you may allot to..... and.....
agree to pay the first call of Tls. 600 per
Share, and all subsequent calls, and to
subscribe the Deed of Settlement when
required to do so.

Gentlemen,
Your obedient servant,

Forms of application for Shares can be
obtained at the Head-office, or by applica-
tion to the Agents of the Company.
Shanghai, June 18, 1877.

THE ON TAI INSURANCE COM-
PANY, LIMITED.

CAPITAL TAELS 400,000, EQUAL TO
\$555,555.55.

Directors.

LET SING, of the Lai Hing Firm.
CHAM SHING LAY, of the Lai Yuen Firm.
WONG YIN FUN, of the Chun Cheong Wing
Firm.

LEE YEE, of the Yee On Firm.
FONG SOOT FUSE, of the Tung Sang Wo
Firm.

WONG FAK CHEUNG, of the San Tye Lee
Firm.

PUN POH, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken
at CURRENT RATES to AUSTRALIA,
CALIFORNIA, MANILA, SINGAPORE, SAIGON,
PENANG, and to all the TRADING PORTS OF
CHINA and JAPAN.

HEAD OFFICE, 48, Bonham Street.

Hongkong, June 1, 1877.

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.
Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.
NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLION STERLING.

THE Underigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Mats, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Underigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)
NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.
THE Underigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong
for the above Company, are prepared to
grant Policies against FIRE to the extent
of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

THE LONDON ASSURANCE
COMPANY.
INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either
here in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.
THE Underigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.
A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 3, 1876.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.
THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1869.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.
Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Bonita	2 b	Buchanan	Brit. str.	999	Aug. 17	Gibb, Livingston & Co.	
Carlsbrooke	2 b	Wharton	Brit. str.	987	Aug. 21	Ban Hin & Co.	
China	8 b	Friel	Amer. str.	3836	Aug. 16	P. M. S. S. Co.	Singapore, &c. Yama & S. Falco
Fama	8 b	Stopani	Brit. str.	117	.....	H. K. & W. Poon Dock Co.	Mails, 80th
Hailong	5 b	Abbott	Brit. str.	277	Aug. 18	Douglas Lapraik & Co.	Manila
Herperia	5 b	Johansen	Ger. str.	1136	Aug. 19	Wm. Pustan & Co.	Shanghai
Lorne	5 b	McQuilloch	Brit. str.	1084	Aug. 21	Jardine, Matheson & Co.	London, &c.
Maetan	5 b	Quilanga	Span. str.	312	Aug. 8 A.	McG. Heaton	Manila
Malacca	5 b	Cassio	Brit. str.	1044	Aug. 9 P. & O. S. N. Co.	21 Siemssen & Co.	Yokohama
Ningpo	5 b	Passell	Brit. str.	761	Aug. 9 O. & O. S. S. Co.	15 Yuen Fat Hong	Shanghai
Oceanic	5 b	Hopkins	Brit. str.	2349	Aug. 10	Messageries Maritimes	Yama & San F. Falco
Rajanattianhar	5 b	Hopkins	Brit. str.	933	Aug. 10	Messageries Maritimes	Bangkok
Tibre	5 b	Girard	Fch. str.	1009	Aug. 21	Messageries Maritimes	To-morrow at daylight
Tigre	5 b	Lormier	Fch. str.	2051	Aug. 21	Messageries Maritimes	Yokohama
Tintern Abbey	5 b	Tindale	Brit. str.	786	Aug. 16	Siemssen & Co.	To-morrow
W. Cores de Vries	4 k	.....	Brit. str.	334	June 4	Hok Moh Leong	To-morrow
Wasli	5 b	Hunter	Brit. str.	209	Aug. 21	Landstein & Co.	Repairing
Yesso	5 b	Ashton	Brit. str.	559	Aug. 18	Douglas Lapraik & Co.	Ho-how Coast Ports
Sailing Vessels							
A. E. Vidal	4 k	Schreiber	Ger. bge.	382	Aug. 21	Wieser & Co.	To-day
A. S. Davis	4 k	Ford	Amer. sh.	1399	June 19	Russell & Co.	
Aberlady	4 k	Nicoll	Brit. bge.	735	Aug. 5	Vogel, Hagedorn & Co.	San Francisco
Adolph	4 k	Horn	Ger. sh.	887	Aug. 6	Arnhold, Karberg & Co.	New York
Anzi	3 k	Hill	Brit. bge.	468	Aug. 7	Adamson, Bell & Co.	To-day
Annie S. Hall	7 b	Nelson	Amer. bktine.	455	Aug. 16	Douglas Lapraik & Co.	To-day
Antipodes	7 b	Wyeth	Brit. bge.	592	Aug. 8	Arnhold, Karberg & Co.	To-day
Antwerp	4 k	Atkins	Brit. bge.	1031	July 13	Melchers & Co.	To-day
Augusta	4 k	Thomsen	Brit. 3m.s.	210	Aug. 10	Meyer & Co.	To-day
Batavia	4 k	Haseeloo	Ger. bge.	368	Aug. 11	Siemssen & Co.	To-day
Bonifactor	4 k	Hayden	Amer. bge.	593	July 28	Russell & Co.	Newchwang
Bon Accord	4 k	Scotti	Brit. bge.	398	July 19	Gibb, Livingston & Co.	Amoy
Bonita	4 k	Hahr	Ger. 3m.s.	841	Aug. 17	Eduard Schellhaas & Co.	London
Brisbane	4 k	Hudleston	Brit. bge.	594	July 23	Russell & Co.	
Bua Pan	3 k	Mellor	Slam. sh.	675	Aug. 7	Chinese	Haiphong
Caldow	3 k	Peterson	Brit. bge.	482	July 30	Rozario & Co.	Cleared
Canton	3 k	Orant	Ger. bge.	373	July 30	Siemssen & Co.	
Capella	3 k	Anderson	Swed. bge.	307	Aug. 9	H. Kier & Co.	Melbourne & Sydney
Catherine Marden	4 k	Marden	Brit. 3m.s.	287	Aug. 9	Wm. Pustan & Co.	Newchwang
Charles Moureau	2 k	Quatresous	Fch. bge.	968	Aug. 9	Landstein & Co.	
Charon Wattana	2 k	Ulrich	Slam. sh.	656	Aug. 12	Chinese	
Cheng Hoon	2 b	Cheng Sang	Slam. sch.	200	April 30	Chinese	
Chili	4 k	Veal	Brit. bge.	445	July 30	Gibb, Livingston & Co.	
Christiana A. P.	3 k	Cayra	Nlo. 3m.s.	800	July 29	Remedios & Co.	
Deutscheand	4 k	Themann	Ger. bge.	269	Aug. 6	Arnhold, Karberg & Co.	
E. von Baillon	4 k	Schneider	Ger. bge.	536	Aug. 7	Eduard Schellhaas & Co.	Newchwang
Echo	4 k	Cozer	Brit. bge.	369	Aug. 8	Arnhold, Karberg & Co.	Chefoo
Edinburgh Castle	4 k	Beward	Brit. bge.	627	July 8	Adamson, Bell & Co.	Coast Dock
Emily Chaplin	4 k	Harris	Brit. bge.	733	July 31	Melchers & Co.	
Emma	4 k	Gran	Ger. bge.	538	Aug. 5	Wm. Pustan & Co.	
Esport	3 k	Waterhouse	Amer. bge.	636	July 7	Wm. Pustan & Co.	Coast Dock
Florence Bailey	4 k	Clark	Amer. sch.	121	Aug. 11	Order	
Florence	4 k	Schwever	Ger. 3m.s.	282	Aug. 7	Melchers & Co.	
Friedrich	4 k	Wulf	Ger. bge.	594	July 19	Wm. Pustan & Co.	Tientsin
Galatea	7 b	Jaeger	Dut. sh.	1286	July 30	Order	
Genevieve	8 k	Leprêtre	Fch. bge.	639	July 31	Landstein & Co.	
George	8 k	Steffens	Ger. bge.	769	July 20	Melchers & Co.	
Geo. Orashaw	8 k	Wing	Brit. bge.	668	July 21	Vogel, Hagedorn & Co.	
Glamorganshire	8 k	McEachron	Brit. bge.	458	July 21	H. Kier & Co.	
Glory	2 b	Thompson	Slam. bge.	479	Aug. 18	Tack Mee	
Gold Hunter	3 k	Freeman	Amer. sh.	1200	July 5	Meyer & Co.	
Gramercy	3 k	Hastings	Brit. bge.	698	July 1	Vogel, Hagedorn & Co.	Vancouver's Island
Great Admiral	2 k	Thompson	Amer. sh.	1576	Aug. 19	Captain	New York
Gustav and Marie	3 k	Doose	Ger. sh.	354	Aug. 17	Wieser & Co.	
H. S. Sandford	1 k	Sleeper	Amer. sh.	1195	Aug. 12	Order	
Isabinger	6 b	Johnston	Brit. sh.	1506	July 27	Jardine, Matheson & Co.	
Irene	6 b	Hansen	Ger. sch.	266	Aug. 9	Carlowitz & Co.	
Jales of the South	3 k	Dennett	Brit. sh.	320	July 5	Arnhold, Karberg & Co.	
Jaobine	3 k	Hohlmann	Ger. bge.	417	Aug. 21	Siemssen & Co.	
James Shepherd	6 k	Maddox	Brit. sh.	849	Aug. 20	Meyer & Co.	
Jas. S. Stone	3 k	Weston	Amer. bge.	710	July 7	Order	
Johanne	4 k	Bunje	Ger. sh.	758	July 6	Vogel, Hagedorn & Co.	New York
Jubilee	3 k	Harris	Brit. sh.	765	July 11	Meyer & Co.	
Juland	4 k	Laub	Dan. bge.	287	Aug. 15	Eduard Schellhaas & Co.	
Kalsow	4 k	Gadd	Brit. bge.	799	July 23	Douglas Lapraik & Co.	
Kate Waters	4 k	Giese	Brit. bge.	580	Aug. 19	Rozario & Co.	
Khedive	7 b	Cole	Brit. bge.	400	Aug. 9	Meyer & Co.	
Kim Yong Tye	2 k	Klofed	Slam. bge.	820	Aug. 13	Tack Mee	Wanchai Pier
Kronprinzesssen	3 k	Hansen	Dan. bge.	844	Aug. 6	Eduard Schellhaas & Co.	
Krug Thep	.....	Duhrszen	Slam. bge.	488	Aug. 30	Siemssen & Co.	
Letterer	8 b	.....	Amer. sch.	45	Aug. 13	Insurance Cos.	Coast Dock
Lord Macaulay	3 k	Monkman	Brit. bge.	847	July 1	Vogel, Hagedorn & Co.	
Loveswater	8 k	Roberts	Brit. bge.	603	July 31	Borneo Company, Limited	Hamburg
Maid Marian	2 k	Forest	Brit. bge.	298	July 31	Arnhold, Karberg & Co.	
Maria	4 k	Towford	Fch. bge.	379	July 27	Carlowitz & Co.	Haiphong
May Queen	.....	Erizor	Brit. bge.	472	Aug. 1	Arnhold, Karberg & Co.	Coast Dock
Mary	3 k	Robertson	Brit. bge.	629	July 27	Gibb, Livingston & Co.	
Michelle Seichen	1 k	Gerstenberg	Dan. bge.	447	Aug. 17	Order	
Morning Star	2 b	Michalsen	Slam. bge.	870	Aug. 10	Tack Mee	
Nimrod	8 k	Clark	Brit. bge.	695	July 30	Captain	
Notre D. de la Garde	4 k	Legier	Fch. bge.	456	Aug. 12	Carlowitz & Co.	
Onward	4 k	Morton	Brit. sch.	210	Aug. 9	Wieser & Co.	
Orion	7 k	Scott	Brit. bge.	361	Aug. 11	Arnhold, Karberg & Co.	
Papillon	3 k	Gouin	Fch. bge.	458	Aug. 11	Arnhold, Karberg & Co.	
Peiho	4 k	Christiansen	Ger. bge.	250	July 27	Arnhold, Karberg & Co.	Tientsin
Penshaw	7 b	Alrey	Brit. bge.	729	July 24	Meyer & Co.	
Pilgrim	9 k	Fovle	Amer. sh.	656	July 30	Russell & Co.	
Polynesia	7 b	Schwarter	Ger. sh.	965	June 16	Meyer & Co.	Portland
Presto	.....	Laidman	Brit. bge.	388	July 30	Meyer & Co.	London
Pym	8 k	Stapleton	Brit. bge.	558	July 29	Meyer & Co.	Wanchai Pier
Quickstep	4 k	Barnaby	Amer. bge.	626	July 27	Russell & Co.	Sands' Slip
Robt. Henderson	3 k	Gunn	Brit. bge.	558	June 9	Vogel, Hagedorn & Co.	
Rosa Boettcher	4 k	Schultz	Ger. bge.	398	Aug. 12	Wm. Pustan & Co.	
Rosina	.....	.....	Am. 3m.s.	406	Feb. 28	Arnhold, Karberg & Co.	
Saracene	8 k	Boeuf	Brit. sh.	1400	Aug. 10	Captain	
Scindia	4 k	Lightbody	Brit. sh.	874	July 17	Russell & Co.	Shanghai
Seamen's Bride	2 k	Andreasen	Slam. bge.	314	Aug. 12	Chinese	
Spinaway	.....	Pringle	Brit. bge.	325	July 28	Siemssen & Co.	Foochow
St. Elmo	8 k	Smith	Brit. sh.	1428	Aug. 9	Messageries Maritimes	
St. Ideus	4 k	Durand	Fch. bge.	388	Aug. 13	Carlowitz & Co.	
Star Queen	2 b	MacKintosh	Brit. bge.	769	Aug. 13	Chinese	
Strom	2 k	Miller	Brit. sh.	1098	July 11	Messageries Maritimes	
Thomas Fletcher	8 k	Fendleton	Amer. bge.	645	Aug. 16	Wm. Pustan & Co.	
Titan	8 k	Beary	Amer. sh.	1229	Aug. 27	Messageries Maritimes	
Twilight	.....	Dalery	Brit. bge.	630	July 28	Jardine, Matheson & Co.	
Ullock	1 k	Goodman	Brit. bge.	779	Aug. 11	Landstein & Co.	
Yesta	3 k	Dirks	Ger. bge.	322	Aug. 7	Melchers & Co.	K'loong Dock
Victoria	8 k	Trimble	Brit. bge.	679	July 17	Vogel, Hagedorn & Co.	Quinhon
Warrior	8 k	Swann	Brit. bge.	919	Aug. 6	Wieser & Co.	San Francisco
William Cobb	4 k	Brady	Am. 3m.s.	424	Aug. 30	Olyphant & Co.	
Winlow	3 k	Barker	Brit. bge.	456	Aug. 11	Rozario & Co.	New York
Woodhall	.....	Love	Brit. bge.	723	Aug. 7	Meyer & Co.	Sydney & Melbourne
Yamora	.....	Eliden	Brit. sh.	1130	July 29	Gibb, Livingston & Co.	Manila
WHAMPOA							
Charley		Inokay	Brit. bge.	600	Aug. 10	Chinese	
Christian		Stehr	Ger. 3m.s.	290	Aug. 10	Eduard Schellhaas & Co.	Foochow
Edoude Adolphine		Martin	Fch. bge.	254	Aug. 11	Carlowitz & Co.	
Euatra		Driesen	Dut. bge.	810	Aug. 12	Siemssen & Co.	Chefoo
Malvina		Kluge	Ger. bge.	486	Aug. 11	Wieser & Co.	
Amos		Bryant	Am. 3m.s.	805	Aug. 9	Russell & Co.	Tientsin
Wm. Phillips		Bealy	Amer. sch.	925	Aug. 9	Eduard Schellhaas & Co.	
CANTON							
Lowsang		Latnont	Chl. str.	795	Aug. 21	O. M. S. N. Co.	Shanghai